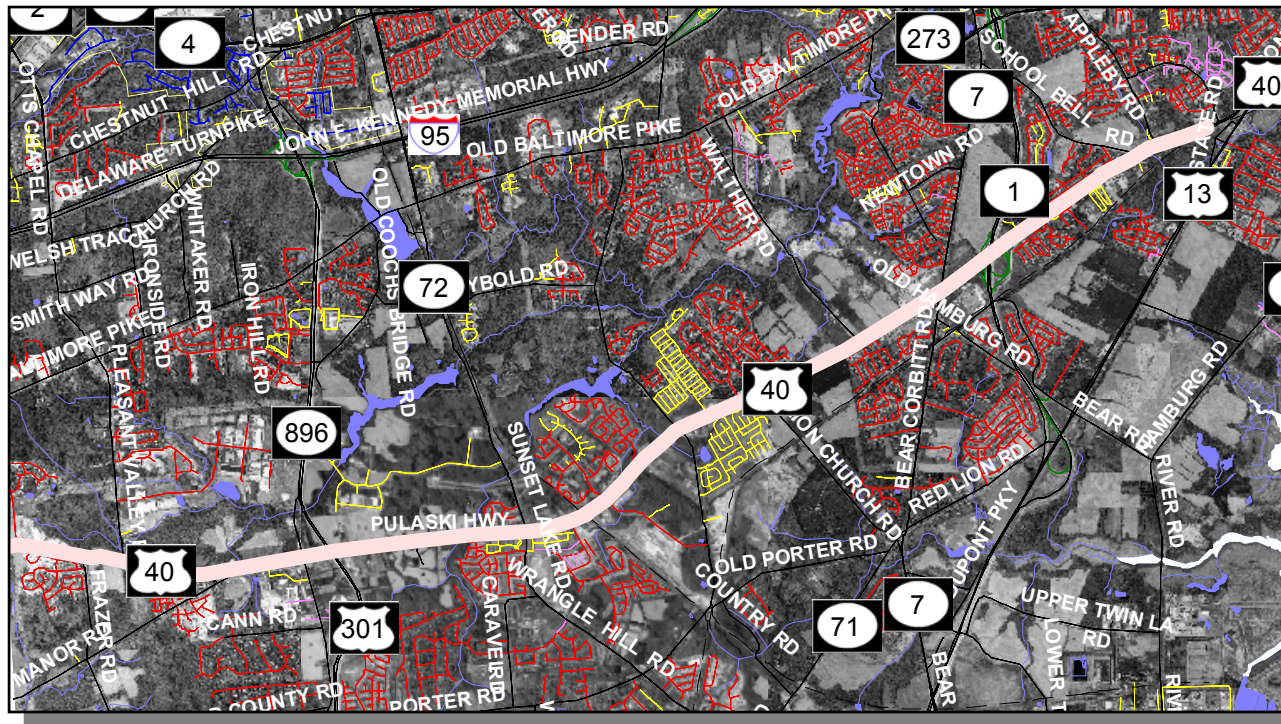


US 40, MARYLAND STATE LINE TO US 13, CORRIDOR IMPROVEMENTS

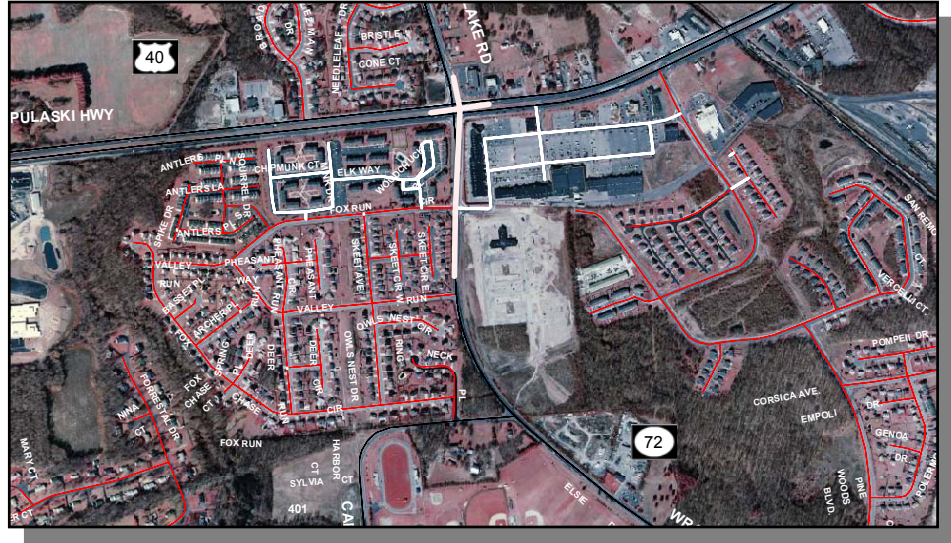
PROJECT SCOPE/DESCRIPTION: This project seeks to implement the recommendations of the Route 40 Steering Committee, a public group that has recommended transportation improvements for the next twenty years, to address planned growth and enhance the quality of life in the Route 40 Corridor. The Committee's recommendations are found in the Route 40 Corridor 20-Year Transportation Plan dated June 19, 2000.

The projects listed below represent the first phase of improvements included within the Plan. These projects will be closely tied to an ongoing travel monitoring program through the Route 40 Corridor Monitoring Committee (CMC), which has been charged to implement the recommendations of the Plan. Triggered projects will not be constructed until changing conditions dictate in order to avoid creating excess capacity and inducing additional development and traffic in the corridor. Conceptual Engineering and Environmental Documentation of large projects proposed for later phases began in FY 2001 to facilitate implementation in the later years of the program and preserve needed Right of Way.



US 40, MARYLAND STATE LINE TO US 13, CORRIDOR IMPROVEMENTS (CONTINUED)***Intersection Improvements***

US 40 / SR 72 (Includes SR 72 and Del Laws Road Intersection) – This project involves the addition of northbound and southbound through lanes, along with eastbound and westbound left-turn lanes which will provide double left turn lanes at all legs of the intersection. These improvements are needed to address operational problems at the intersection. This project will also include improvements to the SR 72 / Del Laws Road Intersection.

***Roadway Improvements***

Church Road, US 40 to Queensbury Village – Improvements within this project include the widening of Church Road to provide bicycle lanes, sidewalks, wider travel lanes and turn lanes. Improvements to the intersection of Church Road and US 40 will provide additional turn lanes and pedestrian signals, as well as additional lighting.



US 40, MARYLAND STATE LINE TO US 13, CORRIDOR IMPROVEMENTS (CONTINUED)

School Bell Road, SR 7 to US 40 – The scope of the project includes wider travel lanes, shoulders, pedestrian facilities, drainage improvements and intersection improvements at US 40. The project will also modify the alignment to improve safety through the curved portions of the road.



US 40, Walther Road to Governor's Square – This project involves providing three travel lanes on US 40 in each direction at the Walther Road intersection to address operational and safety issues and provide more consistent roadway in this section of Route 40. Project will only move forward if New Castle County deed restriction issues can be overcome with a proposed commercial development west of Governor's Square Shopping Center, which is required to do some improvements but not to the extent recommended because of right-of-way limitations.



US 40, MARYLAND STATE LINE TO US 13, CORRIDOR IMPROVEMENTS (CONTINUED)***New Roadways***

Church Road Connector – This project will involve the construction of the initial piece of a road connection between Church Road and US 40 to address future transportation problems at the US 40 and Church Road intersection. This funding is a private/public partnership and will be used for payback to the private sector for road construction costs.

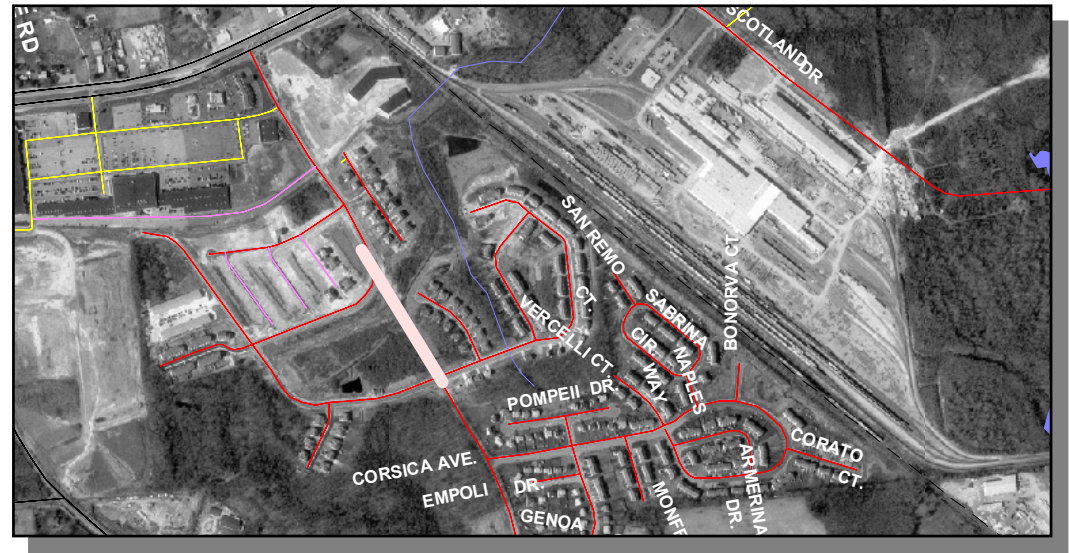


Eden Square Connector – This project involves the construction of a road from SR 7, south of US 40, to the Eden Square Shopping Center to relieve congestion at the US 40/SR 7 area and improve accessibility. The project will also include pedestrian facilities and bicycle lanes. The overall length of the new roadway is 0.23 miles. This project also includes improvements to the Glendale Connector.



US 40, MARYLAND STATE LINE TO US 13, CORRIDOR IMPROVEMENTS (CONTINUED)

Rue Madora Drive – This project involved a connection to two existing sections of Rue Madora Drive behind the Fox Run Shopping Center to improve local mobility and also included the construction of sidewalks. The overall length of the new roadway is 0.13 miles. Construction was completed Fall, 2002.

***Pedestrian and Bicycle Improvements***

Newtown Trail – This project involves the utilization of the reserved right-of-way through the Salem Woods community and other communities to construct a pedestrian and bicycle link. Details of the proposed project will be developed in conjunction with the communities along the trail.

Songsmith Drive Sidewalks, McMullen Circle to Smalley's Dam Road and Waterford Pedestrian Access – This project will consist of the construction of sidewalks on both sides of Songsmith Drive for 0.64 miles. Also included are crosswalks at select locations and bus stop improvements. The Waterford pedestrian access will provide ADA access to the bus stop on US 40 from Waterford I.

US 40 Sidepaths, Salem Church Road to SR 1 – This project will construct a 10-foot wide, 2.5 mile, combined pedestrian and bicycle path along both sides of US 40 to improve pedestrian and bicycle mobility and safety. Design for the project will not begin until completion of the Environmental Assessment for major capacity improvements along US 40.

US 40, MARYLAND STATE LINE TO US 13, CORRIDOR IMPROVEMENTS (CONTINUED)***Pedestrian and Bicycle Improvements (Continued)***

US 40 Sidepaths, SR 72 to Salem Church Road – This project will construct a 10-foot wide, approximate 1.37 miles combined pedestrian and bicycle path along both sides of US 40 to improve pedestrian and bicycle mobility and safety. Design for the project will not begin until completion of the Environmental Assessment for major capacity improvements along US 40.

Walther Road Sidewalks, Old Baltimore Pike to US 40 – This project involves the construction of sidewalks and bicycle lanes along Walther Road, for a length of about 1.91 miles. This project will require reconstruction of a section of Walther Road near US 40 to bring it up to state standards.

Wilton Boulevard / Appleby Road Sidewalks – This project will involve the construction of sidewalks along Wilton Boulevard and Appleby Road. This project will also include crosswalks and bus stop improvements.

Transit Service Enhancements

Bus Stop Improvements – This project will consist of additional bus shelters being constructed at selected locations throughout the corridor. Specific locations and improvements remain unidentified at this time.

Route Deviation Service – This project involves funding of a pilot project for route deviation transit services as an extension of a neighborhood transit services program.

SR 72 Area Park and Ride – This project will consist of the preservation of existing lots in the corridor (People's Plaza and SR 7 / SR273) and consideration of new ones (near both the SR 72 / US 40 and US 40 / SR 7 areas).

US 40, Bear-Glasgow Bus Stop Improvements – This project will include improvements to shelters, pads, sidewalks, crosswalks, pedestrian signals, and lighting at various bus stops in the Bear-Glasgow area.

Other Improvements

Access Management on Developing Properties – This project will involve coordination with New Castle County's land development process to reduce the number of new access points on US 40.

US 40 Signing and Streetscape Master Plan – This will include enhanced signage and streetscaping throughout the corridor, which began in FY 2002.

US 40, MARYLAND STATE LINE TO US 13, CORRIDOR IMPROVEMENTS (CONTINUED)

PROJECT JUSTIFICATION: The Route 40 Program has been developed through the work of the Route 40 Steering Committee, which was comprised of civic and business leaders, property owners, state and New Castle County legislators, and the Project Partners, DelDOT, New Castle County, and WILMAPCO. The recommended 20-Year Transportation Plan, adopted in June 2000, intends to address traffic generated from committed developments in the corridor, strives to not promote additional development and traffic through the construction of excess highway capacity in the corridor, and implements transportation improvements that enhance the quality of life in the Route 40 Corridor. To meet these goals, the program is based on a Monitoring and Triggering Program, which assesses yearly traffic, land use, transit, and safety conditions, among other factors, in the corridor to recommend schedule changes to the funding of the Route 40 Program.

County:

Municipality:

Funding Category:

Functional Category:

Representative District:

Senatorial District:

New Castle

Road System – Arterials

Management

5, 15, 18, 26, 27

10, 11, 12, 13



*US 40, MARYLAND STATE LINE TO US 13, CORRIDOR IMPROVEMENTS (CONTINUED)***PROJECT FUNDING INFORMATION**

Project	Funding Type	Original Estimate	Current Estimate	Authorization	Committed as of 12/31/03	Expended as of 12/31/03	Committed Unexpended as of 12/31/03	Authorization Available
US 40, Maryland State Line to US 13, Corridor Improvements		\$ 99,628.1						
Prior Years	State			\$ 20,794.1	\$ 20,794.1	\$ 3,570.7	\$ 17,223.4	\$ 0.0
	Federal			\$ 8,847.2	\$ 2,524.7	\$ 1,817.6	\$ 707.2	\$ 6,322.5
	Other			\$ 203.5	\$ 203.5	\$ 93.5	\$ 110.0	\$ 0.0
FY 2004	State		\$ 99,628.1	\$ 5,750.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 5,750.0
	Federal			\$ 6,608.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 12,930.5
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2005 Request	State			\$ 7,989.6				\$ 13,739.6
	Federal			\$ 14,858.4				\$ 27,788.9
	Other			\$ 0.0				\$ 0.0
FY 2006 Projected	State			\$ 3,618.0				\$ 17,357.6
	Federal			\$ 10,144.0				\$ 37,932.9
	Other			\$ 0.0				\$ 0.0
FY 2007 Projected	State			\$ 3,127.7				\$ 20,485.3
	Federal			\$ 9,070.6				\$ 47,003.5
	Other			\$ 0.0				\$ 0.0
FY 2008-2010 Projected	State			\$ 3,283.4				\$ 23,768.7
	Federal			\$ 5,333.6				\$ 52,337.1
	Other			\$ 0.0				\$ 0.0
Total Projected	State			\$ 44,562.8	\$ 20,794.1			\$ 23,768.7
	Federal			\$ 54,861.8	\$ 2,524.7			\$ 52,337.1
	Other			\$ 203.5	\$ 203.5			\$ 0.0
Total All Funds		\$ 99,628.1	\$ 99,628.1	\$ 99,628.1	\$ 23,522.4	\$ 5,481.8	\$ 18,040.5	\$ 76,105.8

US 40, MARYLAND STATE LINE TO US 13, CORRIDOR IMPROVEMENTS (CONTINUED)**PROJECT TIMELINE INFORMATION**

Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008 -2010
	US 40, Maryland State Line to US 13, Corridor Improvements									
21-119-01	Program	PE	100% PRIVATE	\$ 203.5	\$ 203.5	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
		PE	80% FHWA	5,962.0	5,962.0	0.0	0.0	0.0	0.0	0.0
	US 40 Development and Preliminary Engineering	PE	100% ST	10,095.7	10,095.7	0.0	0.0	0.0	0.0	0.0
	US 40 Right of Way	RW	100% ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24-119-01	US 40 / SR 72 (Includes SR 72 and Del Laws Road Intersection)	PE	80% FHWA	1,119.0	0.0	1,119.0	0.0	0.0	0.0	0.0
		RW	80% FHWA	3,765.0	0.0	0.0	3,765.0	0.0	0.0	0.0
		C	80% FHWA	7,462.0	0.0	0.0	0.0	7,462.0	0.0	0.0
	Roadway Improvements									
20-119-01	Church Road, US 40 to Queensbury Village	C	80% FHWA	4,463.0	4,463.0	0.0	0.0	0.0	0.0	0.0
23-119-05	School Bell Road, SR 7 to US 40	PE	100% ST	389.0	0.0	389.0	0.0	0.0	0.0	0.0
		RW	80% FHWA	3,400.0	0.0	3,400.0	0.0	0.0	0.0	0.0
		C	80% FHWA	3,096.0	0.0	0.0	3,096.0	0.0	0.0	0.0
22-119-01	US 40, Walther Road to Governor's Square	PE	100% ST	701.0	0.0	701.0	0.0	0.0	0.0	0.0
		RW	100% ST	800.0	0.0	800.0	0.0	0.0	0.0	0.0
		C	80% FHWA	4,677.0	0.0	0.0	4,677.0	0.0	0.0	0.0
	New Roadways									
23-119-03	Church Road Connector	C	100% ST	1,550.0	750.0	0.0	800.0	0.0	0.0	0.0
98-119-02	Eden Square Connector	PE	100% ST	326.0	0.0	326.0	0.0	0.0	0.0	0.0
		RW	100% ST	887.0	0.0	887.0	0.0	0.0	0.0	0.0
		C	100% ST	2,042.0	0.0	0.0	2,042.0	0.0	0.0	0.0
22-119-04	Rue Madora Drive	PE	100% ST	50.0	50.0	0.0	0.0	0.0	0.0	0.0
		C	100% ST	201.0	201.0	0.0	0.0	0.0	0.0	0.0

US 40, MARYLAND STATE LINE TO US 13, CORRIDOR IMPROVEMENTS (CONTINUED)**PROJECT TIMELINE INFORMATION**

Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008 -2010
	US 40, Maryland State Line to US 13, Corridor Improvements (Continued)									
	Pedestrian and Bicycle Improvements									
23-200-13	Newtown Trail	PE	100% ST	600.0	600.0	0.0	0.0	0.0	0.0	0.0
		RW	80% FHWA	1,800.0	0.0	0.0	1,800.0	0.0	0.0	0.0
		C	80% FHWA	3,600.0	0.0	0.0	3,600.0	0.0	0.0	0.0
22-119-02	Songsmith Drive Sidewalks, McMullen Circle to Smalley's Dam Road and Waterford Pedestrian Access	PE	100% ST	156.0	156.0	0.0	0.0	0.0	0.0	0.0
		RW	100% ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		C	80% FHWA	634.0	634.0	0.0	0.0	0.0	0.0	0.0
	US 40 Sidepaths, Salem Church Road to SR 1	PE	100% ST	350.0	0.0	0.0	350.0	0.0	0.0	0.0
		RW	80% FHWA	2,506.0	0.0	0.0	0.0	2,506.0	0.0	0.0
		C	80% FHWA	2,338.0	0.0	0.0	0.0	0.0	2,338.0	0.0
	US 40 Sidepaths, SR 72 to Salem Church Road	PE	100% ST	283.0	0.0	0.0	283.0	0.0	0.0	0.0
		RW	80% FHWA	2,037.0	0.0	0.0	0.0	2,037.0	0.0	0.0
		C	80% FHWA	1,887.0	0.0	0.0	0.0	0.0	1,887.0	0.0
	Walther Road Sidewalks, Old Baltimore Pike to US 40	PE	100% ST	245.0	0.0	245.0	0.0	0.0	0.0	0.0
		RW	80% FHWA	800.0	0.0	800.0	0.0	0.0	0.0	0.0
		C	80% FHWA	1,635.0	0.0	0.0	1,635.0	0.0	0.0	0.0
22-119-05	Wilton Boulevard/ Appleby Road Sidewalks	PE	100% ST	520.0	520.0	0.0	0.0	0.0	0.0	0.0
		RW	100% ST	117.0	117.0	0.0	0.0	0.0	0.0	0.0
		C	80% FHWA	2,941.0	0.0	2,941.0	0.0	0.0	0.0	0.0
	Transit Service Enhancements									
24-119-03	Bus Stop Improvements	PE, RW, C	100% ST	1,690.0	1,690.0	0.0	0.0	0.0	0.0	0.0
	Route Deviation Service	PRO	100% ST	100.0	0.0	100.0	0.0	0.0	0.0	0.0

US 40, MARYLAND STATE LINE TO US 13, CORRIDOR IMPROVEMENTS (CONTINUED)**PROJECT TIMELINE INFORMATION**

Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008 -2010
	US 40, Maryland State Line to US 13, Corridor Improvements (Continued)									
	SR 72 Area Park and Ride	PE	100% ST	135.0	0.0	0.0	0.0	0.0	135.0	0.0
		RW	100% ST	2,300.0	2,300.0	0.0	0.0	0.0	0.0	0.0
		C	80% FHWA	900.0	0.0	0.0	0.0	0.0	900.0	0.0
23-119-02	US 40, Bear-Glasgow Bus Stop Improvements	PE	100% ST	138.5	138.5	0.0	0.0	0.0	0.0	0.0
		RW	100% ST	150.0	0.0	0.0	150.0	0.0	0.0	0.0
		C	80% FHWA	675.0	0.0	0.0	0.0	675.0	0.0	0.0
	Other Improvements									
	Access Management on Developing Properties	PE	100% ST	102.0	0.0	0.0	0.0	102.0	0.0	0.0
		RW	100% ST	75.0	0.0	0.0	0.0	0.0	75.0	0.0
		C	80% FHWA	680.0	0.0	0.0	0.0	0.0	680.0	0.0
22-119-03	US 40 Signing	PE	100% ST	24.0	24.0	0.0	0.0	0.0	0.0	0.0
		C	100% ST	290.0	290.0	0.0	0.0	0.0	0.0	0.0
	US 40 Streetscape	PE	100% ST	330.0	0.0	0.0	0.0	330.0	0.0	0.0
		C	80% FHWA	2,200.0	0.0	0.0	0.0	0.0	2,200.0	0.0
21-108-01	US 40 /SR896 Property	RW	100% ST	1,000.0	1,000.0	0.0	0.0	0.0	0.0	0.0
	Planning									
	Concept Design	PD	100% ST	4,000.0	500.0	500.0	500.0	500.0	500.0	1,500.0
	Plan Management	PD	100% ST	1,200.0	150.0	150.0	150.0	150.0	150.0	450.0
	Planning Studies	PD	100% ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23-119-07	Phase II Projects	PE	80% FHWA	10,000.3	0.0	0.0	0.0	0.0	3,333.3	6,667.0
		RW*	80% FHWA							
		C*	80% FHWA							
	Total All Funds			\$ 99,628.0	\$ 29,844.7	\$ 12,358.0	\$ 22,848.0	\$ 13,762.0	\$ 12,198.3	\$ 8,617.0